

CLASSIFICATION **SECRET**

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COUNTRY East Germany

REPORT

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TOPIC Gross Doelln Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED

22 August 1955

25X1

REFERENCES

PAGES 4

ENCLOSURES (NO. &amp; TYPE)

2 - sketches (on ditto)

REMARKS

This is UNEVALUATED Information

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- The following air activity and aircraft were observed at Gross Doelln airfield between 24 June and 14 July 1955:

24 June. Between 0800 and 1200, two U-11-28s practiced flying in the vicinity of the airfield.

25X1

26 June. There was air activity between 2100 and 2300, the aircraft individually took off, landed from east to west, and made individual flights. During the landings, it was observed that the landing lights were fitted on the in-board side of the engine nacelle.

29 June. Flying was practiced between 0650 and 1730. At 0800, 2 Il-28s flying in flight formation made a local flight. The other air activity was conducted by individual aircraft which took off and landed.

12 July. There was air activity between 0600 and 1200; at 0800, 8 Il-28s took off in elements of two at short intervals. The aircraft assembled in the following formation outside of the field area:

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The aircraft practiced flying in this formation for about 35 minutes and then landed individually. The left flight was the first to break from the formation, the aircraft fell off on the left wing and came down for landings. The aircraft on the right side were the last to land. During the flight of about 35 minutes the aircraft temporarily disappeared from view but appeared several times over the field.

14 July. A Il-28 made several steep curves at a low altitude over the field. It had not taken off in Gross Doelln nor did it land there.

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SECRET

25X1

-2-

2. Supplementing previous observations on the refueling procedure of an Il-28 the following details were seen:

The larger oval aperture on the fuselage was about 2 meters forward of the rudder assembly but still behind the trailing edges of the wings. The smaller aperture on the fuselage was located between the leading and trailing edges of the wings, just behind the cabin. A third aperture was not observed on the fuselage. During the refueling procedure, a soldier wearing a dark overall stood next to each aperture on the fuselage and removed the hose. A third member of the refueling crew was observed next to the tank truck. No personnel were observed in the aircraft, but 4 men wearing flying suits, obviously the aircraft crew, stood next to the aircraft. The refueling personnel did not wear special protective clothes, glasses, gloves or rubber boots. <sup>2</sup>

3. The following supplementary details were observed during the starting procedure of the engines:

The contact box for 2 cables was at the left side of the fuselage. The right engine was started first and, after some time, the left engine also roared up. Subsequently, the cables were removed and the truck moved off. The truck looked like a standard truck with a loading weight of 2.5 to 3 tons and side boards which had the normal height. The loading area was covered. On top and parallel to the side walls was a support board similar to the bench observed on trucks used as personnel carriers. The tail board was lowered and there were smaller flaps at the two side boards which were closed. Behind these flaps was a vertical plane with 4 white knobs side-by-side from which 4 cables extended. After a length of 30 cm, two cables each were combined to one cable which was about 15 meters long. At the end of these cables was a plug 10 to 15 cm long which gave the appearance of brass. <sup>3</sup>

4. The following observations were made in the flying lane:

Probably during the first months of 1955, clearing work had been done in the woods in the eastern extension of the airfield on a stretch several hundred meters wide and extending beyond Highway No. 109. The wood had already been shipped away. The airfield could be observed from Highway No. 109 which was not blocked.

5. The following observations were made on the dispersal areas in the eastern section of the taxiway, most of the aircraft were still parked on the special dispersal areas south of the N-S runway, and 6 Il-28s were still observed on the northern section of this runway. Five green lattices, each about 180 cm long, 40 cm high and with an octagonal front side, have been observed next to each of the latter 6 Il-28s since approximately 25 June. Each lattice contained a cigar-shaped gray device, probably an auxiliary fuel tank. In early June, a truck was observed which was loaded with about 12 such lattices which were arranged vertically. This indicated that the crates contained light devices, presumably auxiliary fuel tanks, but no bombs. The devices had neither fins nor rotating bands. No auxiliary fuel tanks have been previously observed. No repair activity. A large tent, presumably used as repair shop or workshop tent, was rigged southeast of the dispersal areas at the eastern end of the taxiway. <sup>4</sup>

6. The following radio installations were observed:

A radio truck with extended antenna, about 8 meters high, was observed some hundred meters east of the eastern end of the runway. Two radio trucks with frame antennas were observed several hundred meters south of the dispersal area between the eastern end of the main runway and the eastern end of the taxiway.

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SECRET

25X1

-3-

A stationary radio installation 9 meters square was under construction in Jagen (forest-sub-district) 185. The masonry was not yet completed by early July. <sup>5</sup>

7. It was learned from conversations that by 2 July several railroad cars had to be made available for the dispatch of Soviet soldiers who had been employed for a long period in excavation work at the field. These soldiers were to be transferred to Allstedt because excavation work was completed. <sup>6</sup>
8. It was learned from talks that the main runway was to be widened by two 6-meter strips both at the northern and southern sides. For this work the concrete distributors from Tutow airfield were to be hauled to Gross Doelln. <sup>7</sup>
9. It was rumored among the German workers at Gross Doelln airfield that an airfield was to be constructed by the Bauunion Ing Tiefbau Brandenburg on an area in the Borgsdorf Forest which had been cleared during the preceding year. For this project, workers would allegedly be detached from Gross Doelln airfield. <sup>8</sup>
10. The following air activity and aircraft were observed at Gross Doelln airfield between 19 June and 2 July 1955:  
A total of 27 Il-28s were parked in three groups of 9 at the field. On 24 June, air activity started at 0700. The aircraft individually took off toward the west at irregular intervals, and remained aloft for 15 minutes. It was noted that the landing gear was not ~~retracted~~ immediately. On the landing field near the take-off point was a track with 2 tables behind which was a ~~barbed wire~~ ~~discriminating~~ small parcels to the flying personnel. ~~Fellow workers stated that the site was issued to the aircraft crews.~~  
The Soviet construction staff was allegedly quartered in Vogelsang Camp. <sup>9</sup>
11. The following information was obtained on AA units:  
A new camp surrounded by a high barbed wire fence and with power supply was established in early July 1955. The soldiers of the AA units were quartered in about 30 conical tents. About 40 trucks with covered numbers were parked on two large parking lots in the tent. The entrance gate, a large wooden gate with a large star, was at the southern edge of the camp. A wooden barrack which was used as workshop was outside of the fence. Two guns of various sizes, presumably 76-mm and 37-mm, were observed near this workshop on 24 June. An open shed 5 x 10 meters was located in the northern section of Jagen 70 x 50 x 30 cm. The ammunition dump was permanently guarded by a sentry. The soldiers of the AA camp were observed engaged in athletics and maintenance work on motor vehicles. The sound of a loudspeaker was often heard. <sup>10</sup>

1.  Comment. Gross Doelln airfield is still occupied by a bomber regiment equipped with 27 Il-28s.

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SECRET

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SECRET

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-4-

3.  Comment. The starting of the engines of an Il-28 was also described previously.  25X1  
For sketch of truck used, see Annex 1, sketch I a. 25X1
4.  Comment. The devices presumably were auxiliary fuel tanks for Il-28s. 25X1  
For location sketch of repair shop tent, see Annex 1, sketch I c.
5.  Comment. For sketch of frame antennas, see Annex 1, sketch I b. For 25X1  
location of radio installation, see sketch I c.
6.  Comment. The transfer to Allstedt of the Soviet construction unit 25X1  
from Gross Doelln  The construction 25X1  
unit had arrived in Gross Doelln in late March 1955 coming from Wildpark- 25X1  
West.
7.  Comment. The intention to widen the main taxiway  25X1  
. 25X1
8.  Comment. Borgsdorf Forest is located southeast of Oranienburg 25X1  
where a bombing range is possibly located. 25X1
9.  Comment. For sketch of dispersal areas for Il-28s, see Annex 2. 25X1
10.  Comment. The arrival of AA units was reported previously.  25X1  
. It is believed that the 25X1  
~~number of AA guns was increased to two medium and two light AA batteries.~~

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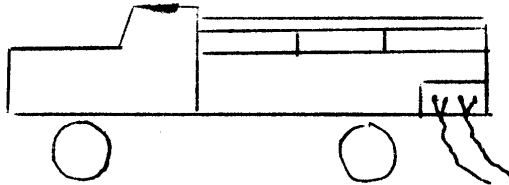
Annex 1

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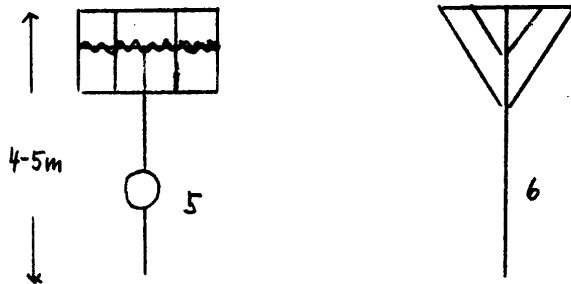
Truck Used for Starting Engines of IL-28s  
at Gross Doelln Airfield

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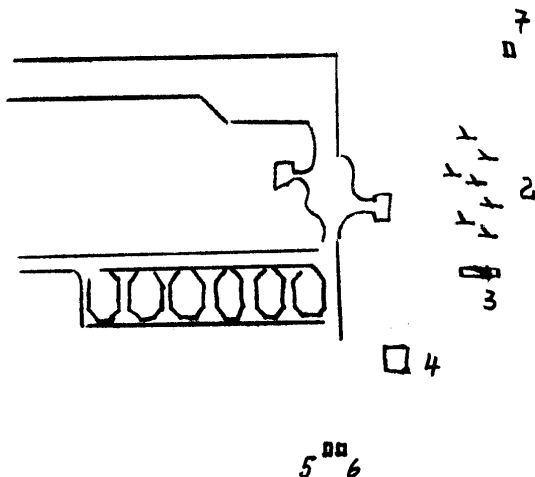
Frame Antennas on Radio Trucks Observed  
at Gross Doelln Airfield

1b



Location Sketch of AA gun Emplacements and  
Radio Installations Observed at Gross Doelln Airfield

1c



Legend:

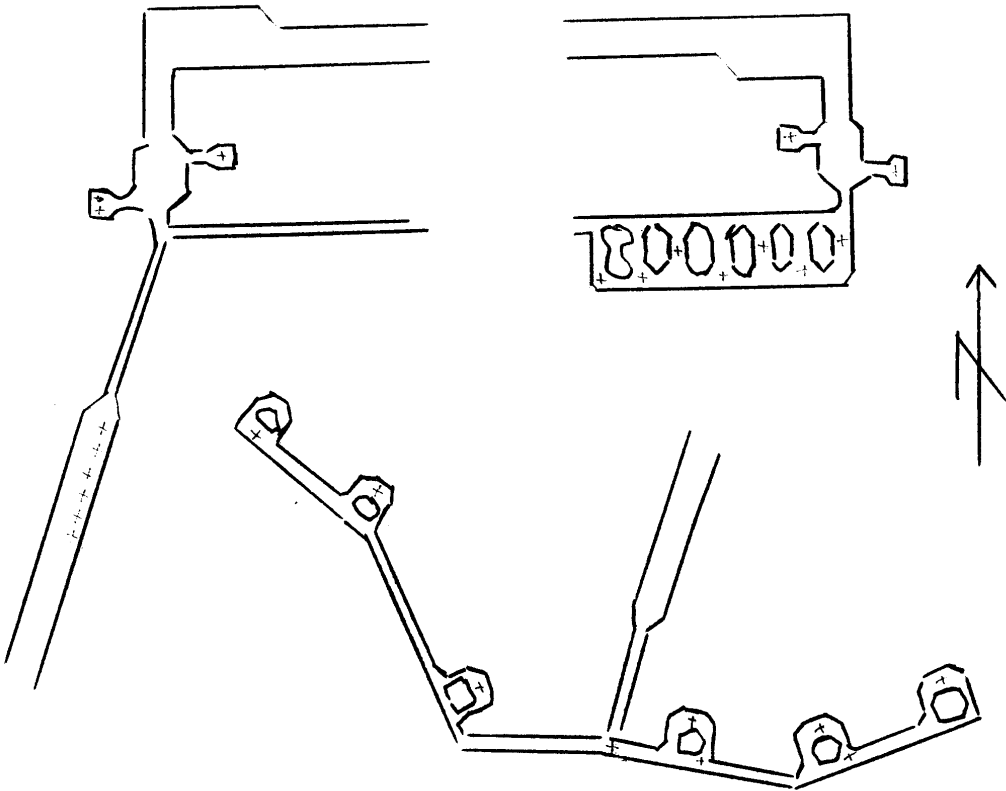
- 1 Stationary radio installation under construction
- 2 Emplacement with 7 medium AA guns, presumably 76 mm
- 3 Large tent, presumably housing workshop
- 3 16 small tents for AA soldiers
- 5,6 Two radio trucks with frame antennas
- 7 Radio truck with extended radio mast

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Annex 2

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Dispersal Areas for IL-28s at Gross Doelln Airfield



IL-28

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